

**[PRICE \$21 PER MONTH]**

## INTERNATIONALS

OCEAN STEAMSHIP COMPANY.  
**FOR SHANGHAI, VIA AMOY.**  
 (Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWWANG, TIEN-  
 HANGKOW, and PORTS on the YANGTSE.)  
**T**HE Company's Steamship  
 "AGAMEMNON,"  
 Captain Wilding, will be despatched at 4 P.  
 m., TO-DAY, the 2nd instant.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents,**  
 Hongkong, 1st August, 1882.

OCEAN STEAMSHIP COMPANY.  
**FOR LONDON, VIA SUEZ CANAL**

**"STENTOR."**  
Captain Kirkpatrick, will be despatched at  
P.M. TO-DAY, the 2nd instant.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents**  
Hongkong, 1st August, 1882.

**SHIRE LINE OF STEAMERS.**  
For YOKOHAMA AND HIOGO.  
**"MERIONETHSHIRE."**  
Read, Commander, will be despatched for

FOR FREIGHT OR PASSAGE, apply to  
 ADAMSON, BELL & CO  
 Agents.  
 Hongkong, 2nd August, 1882.

FOR SWATOW, AMOY, AND FOCHOW  
 THE Steamship  
 "KWANGTUNG,"  
 Captain Young, will be despatched for the  
 Ports, TO-MORROW, the 3rd instant  
 NOON, instead of as previously advertised.

DOUGLAS LAIPRAK &  
 Hongkong, 2nd August, 1932.  
 AUSTRIO-HUNGARIAN LLOYD STEAM  
 NAVIGATION COMPANY.  
 STEAM FOR SINGAPORE, PENANG  
 COLOMBO, BOMBAY, ADEN, SEEA  
 PORT SAID, AND TRIESTE.  
 (Taking Cargo at through rates to CALCUTTA  
 PERSIAN GULF PORTS, OMBESA, and to  
 MEDITERRANEAN PORTS).  
 THE Company's Steamship  
 "DAPHNE"  
 Captain G. Donacchi, will be despatched as  
 on FRIDAY, the 4th instant, at FIVE P.  
 For further Particulars, apply to  
 MELCHERS &  
 Agents.

FOR SWATOW AND BANGKOK  
THE Steamship  
"DANUBE,"  
Captain James Jordan, will be despatched  
the above Ports, on FRIDAY, the 4th inst.  
at Noon.

YUEN FAT HO  
Agents.  
Hongkong, 2nd August, 1892.  
FOR SINGAPORE AND PENANG  
THE Steamship  
"CANTON,"  
J. C. Jaques, Commander, will be despatch  
on FRIDAY, the 4th instant.

for Freight of Passage, apply to  
GEO. H. SEYMERS & Co.  
Agents.  
Hongkong, 2nd August, 1883.

POSTPONEMENT OF DEPARTURE  
STEAM TO YOKOHAMA VIA NAGASAKI  
(With Office of Callings at Hongkong).  
THE P. & O. S. N. Co.'s Steamship  
"SUNDA"  
will leave for the above places at DAYTON  
ON SUNDAY NEXT, the 6th August, if  
it of as previously notified.

A. MCIVER,  
Superintendent.  
Hongkong, 1st August, 1883.

OCEAN STEAMSHIP COMPANY  
FOR LONDON VIA SUEZ CANAL  
THE "GUYARD" steamer  
will leave for London on

"BELLEOPHON."  
 Captain Freeman, will be dispatched on or  
 the 12th instant.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE, Agents  
 Hongkong, 1st August, 1882.

**HONGKONG AND SHANGHAI  
 BANKING CORPORATION.**

**NOTICE** is hereby given that the  
 ANNUAL GENERAL MEETING  
 OF THE SHAREHOLDERS in this Com-  
 pany will be held at the City Hall, Hong-  
 kong, on FRIDAY, the 18th day of August 1882  
 at THREE O'CLOCK P.M. for the purpose  
 of receiving the Report of the Court of Di-  
 rectors together with a Statement of Accounts to  
 June, 1882.

By Order of the Court of Directors,  
 T. JACKSON,  
 Chief Manager.

Hongkong, 2nd August, 1882.

**HONGKONG AND SHANGHAI  
 BANKING CORPORATION.**

**NOTICE** is hereby given that the RE-  
 TURNED SHARES of the Corporation  
 WILL BE CLOSED ON SATURDAY, the 10th  
 of FRIDAY, the 15th of August 1882  
 (both days inclusive) during which period  
 TRANSFER OF SHARES can be regis-  
 tered.

By Order of the Court of Directors,  
 T. JACKSON,  
 Chief Manager.

Hongkong, 2nd August, 1882.

**HONGKONG, CANTON, AND MA**

**NOTICE TO SHAREHOLDERS.**

**THE DIVIDEND**, at the rate of 5 pence or \$3.75 per SHARE, declared at the last Half Yearly Meeting of Shareholders, will be **PAYABLE** at the **LI KONG & SHANGHAI BANK** on and after **TUESDAY, the 1st August**. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors. **P. A. DA COSTA**  
Secretary.

**Hongkong, 31st July, 1892.**

**HONGKONG HOTEL COMPANY LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE DIVIDEND** of \$3 per SHARE, for the Six Months ending 30th June, declared at To-day's Ordinary Half Yearly Meeting of Shareholders, will be **PAYABLE** at the **HONGKONG & SHANGHAI BANKING CO.**

By Order of the Directors,  
**LOUIS HAUSCHILD**  
 Secretary.  
 Hongkong, 28th July, 1882.







stability, but the evidence on this point is somewhat conflicting.

The Court regrets that there was no testimony corroborative of that of the third engineer through the loss of all the other connected with the engine room, as they had been only partially supplied in the morning for the heating of the vessel.

The evidence proves that the *Beaumont* was properly loaded, the cargo being in bags secured with shifting boards.

The testimony also proves that the ship had a clear side of four feet nine inches when she left the wharf, and was not overloaded, the Pilot's mark being above water.

The evidence of the Pilot's signal man as to the condition of the bar at variance with that of Capt. Parry, the Pilot and the Master of the tugboat, which was sent immediately upon the disaster being known, to the scene of the wreck, and to do so, under such circumstances, consider it to be entitled to any material weight.

The Court has carefully considered the point as to whether there was any culpability on the part of the Master in taking his vessel to sea with the life, wind and sea as they were when he left the wharf, and concludes that no blame can be attached to him either in this or in anything connected with the loss of the ship. It was his first voyage in the ship, and he was not a seaman, and he would naturally be guided by the vessel's previous experience. He is an experienced commander, and one not likely to do anything inconsistent with the safety of a ship under his command.

The Court, with the evidence before it, can come to no other conclusion than that the loss of the ship is due to a peril of the sea.

Thames Street Industries, by Percy Russell, this Illustrated Pamphlet on Fortification, published at 6d. per copy, and sent by post, or by John Gossell and Co., London. (Advt.) [33]

A village schoolmaster, examining a reading class, asked the head of the class, "What is the difference between a 'Dove' and a 'Duck'?" and the same reply was given by four other boys, but a precocious youngster not yet in his teens, but equal to the occasion, and said, "Please, sir, it's the stuff they grow artificial flowers in."

# COMMERCIAL INTELLIGENCE.

On LONDON—  
Bank Bills, on demand, 3/94  
Bank Bills, at 30 days' sight, 3/91  
Bank Bills, at 60 days' sight, 3/88  
Credits, at 4 months' sight, 3/82  
Documentary Bills, at 4 months' sight, 3/82  
Private, 80 days' sight, 3/74

On PARIS—  
Bank Bills, on demand, 4/92  
Credits, at 4 months' sight, 4/82  
On 5 days' sight, 4/82  
On 10 days' sight, 4/82  
On 15 days' sight, 4/82  
On 20 days' sight, 4/82  
On 25 days' sight, 4/82  
On 30 days' sight, 4/82  
On 35 days' sight, 4/82  
On 40 days' sight, 4/82  
On 45 days' sight, 4/82  
On 50 days' sight, 4/82  
On 55 days' sight, 4/82  
On 60 days' sight, 4/82  
On 65 days' sight, 4/82  
On 70 days' sight, 4/82  
On 75 days' sight, 4/82  
On 80 days' sight, 4/82  
On 85 days' sight, 4/82  
On 90 days' sight, 4/82  
On 95 days' sight, 4/82  
On 100 days' sight, 4/82

A fair business has been done in Bank to-day at 130 and 130 per cent. premium for the end of August and 130 per cent. premium for the end of September, closing firm at 128 per cent. for each. Banks have been doing business at 127 and 48 per cent. premium for each. Chinese Insurance have been placed at \$235 per share. Sugars have found buyers at \$185 and London at \$130 per share. Other stocks remain unchanged.

Hongkong and Shanghai Bank Shares—125 per cent. premium.  
Union Insurance Society of Canton—\$1,825 per share.  
China Traders' Insurance Company's Shares—\$1,875 per share.  
North China Insurance—\$1,825 per share.  
Yantai Insurance Association—\$1,800 per share.  
Chinese Insurance Company—\$235 per share.  
On the Insurance Company—\$1,800 per share.  
Canton Insurance Office, Limited—\$1,800 per share.  
Hongkong Fire Insurance Company's Shares—\$235 per share.  
China Fire Insurance Company's Shares—\$230 per share.  
Hongkong Hotel Company's Shares—\$102 per share.  
China Sugar Refining Company, Limited—\$185 per share.  
China Sugar Refining Company (Debitures)—3 per cent. premium.  
Luton Sugar Refining Company, Limited—\$130 per share.  
Hongkong Ice Company's Shares—\$184 per share.  
Hongkong and China Bakery Company, Limited—\$60 per share.

Chinese Imperial Loan of 1874—\$109 Nominal.  
Chinese Imperial Loan of 1877—\$107 Nominal.  
Chinese Imperial Loan of 1878—2 per cent. premium.  
Chinese Imperial Loan of 1881—2 per cent. premium.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Observations.)

| Barometer | Thermometer | Wind | Clouds |
|-----------|-------------|------|--------|
| 29.95     | 81.0        | W    | 10     |
| 29.94     | 80.0        | W    | 10     |
| 29.93     | 79.0        | W    | 10     |
| 29.92     | 78.0        | W    | 10     |
| 29.91     | 77.0        | W    | 10     |
| 29.90     | 76.0        | W    | 10     |
| 29.89     | 75.0        | W    | 10     |
| 29.88     | 74.0        | W    | 10     |
| 29.87     | 73.0        | W    | 10     |
| 29.86     | 72.0        | W    | 10     |
| 29.85     | 71.0        | W    | 10     |
| 29.84     | 70.0        | W    | 10     |
| 29.83     | 69.0        | W    | 10     |
| 29.82     | 68.0        | W    | 10     |
| 29.81     | 67.0        | W    | 10     |
| 29.80     | 66.0        | W    | 10     |
| 29.79     | 65.0        | W    | 10     |
| 29.78     | 64.0        | W    | 10     |
| 29.77     | 63.0        | W    | 10     |
| 29.76     | 62.0        | W    | 10     |
| 29.75     | 61.0        | W    | 10     |
| 29.74     | 60.0        | W    | 10     |
| 29.73     | 59.0        | W    | 10     |
| 29.72     | 58.0        | W    | 10     |
| 29.71     | 57.0        | W    | 10     |
| 29.70     | 56.0        | W    | 10     |
| 29.69     | 55.0        | W    | 10     |
| 29.68     | 54.0        | W    | 10     |
| 29.67     | 53.0        | W    | 10     |
| 29.66     | 52.0        | W    | 10     |
| 29.65     | 51.0        | W    | 10     |
| 29.64     | 50.0        | W    | 10     |
| 29.63     | 49.0        | W    | 10     |
| 29.62     | 48.0        | W    | 10     |
| 29.61     | 47.0        | W    | 10     |
| 29.60     | 46.0        | W    | 10     |
| 29.59     | 45.0        | W    | 10     |
| 29.58     | 44.0        | W    | 10     |
| 29.57     | 43.0        | W    | 10     |
| 29.56     | 42.0        | W    | 10     |
| 29.55     | 41.0        | W    | 10     |
| 29.54     | 40.0        | W    | 10     |
| 29.53     | 39.0        | W    | 10     |
| 29.52     | 38.0        | W    | 10     |
| 29.51     | 37.0        | W    | 10     |
| 29.50     | 36.0        | W    | 10     |
| 29.49     | 35.0        | W    | 10     |
| 29.48     | 34.0        | W    | 10     |
| 29.47     | 33.0        | W    | 10     |
| 29.46     | 32.0        | W    | 10     |
| 29.45     | 31.0        | W    | 10     |
| 29.44     | 30.0        | W    | 10     |
| 29.43     | 29.0        | W    | 10     |
| 29.42     | 28.0        | W    | 10     |
| 29.41     | 27.0        | W    | 10     |
| 29.40     | 26.0        | W    | 10     |
| 29.39     | 25.0        | W    | 10     |
| 29.38     | 24.0        | W    | 10     |
| 29.37     | 23.0        | W    | 10     |
| 29.36     | 22.0        | W    | 10     |
| 29.35     | 21.0        | W    | 10     |
| 29.34     | 20.0        | W    | 10     |
| 29.33     | 19.0        | W    | 10     |
| 29.32     | 18.0        | W    | 10     |
| 29.31     | 17.0        | W    | 10     |
| 29.30     | 16.0        | W    | 10     |
| 29.29     | 15.0        | W    | 10     |
| 29.28     | 14.0        | W    | 10     |
| 29.27     | 13.0        | W    | 10     |
| 29.26     | 12.0        | W    | 10     |
| 29.25     | 11.0        | W    | 10     |
| 29.24     | 10.0        | W    | 10     |
| 29.23     | 9.0         | W    | 10     |
| 29.22     | 8.0         | W    | 10     |
| 29.21     | 7.0         | W    | 10     |
| 29.20     | 6.0         | W    | 10     |
| 29.19     | 5.0         | W    | 10     |
| 29.18     | 4.0         | W    | 10     |
| 29.17     | 3.0         | W    | 10     |
| 29.16     | 2.0         | W    | 10     |
| 29.15     | 1.0         | W    | 10     |
| 29.14     | 0.0         | W    | 10     |
| 29.13     | -1.0        | W    | 10     |
| 29.12     | -2.0        | W    | 10     |
| 29.11     | -3.0        | W    | 10     |
| 29.10     | -4.0        | W    | 10     |
| 29.09     | -5.0        | W    | 10     |
| 29.08     | -6.0        | W    | 10     |
| 29.07     | -7.0        | W    | 10     |
| 29.06     | -8.0        | W    | 10     |
| 29.05     | -9.0        | W    | 10     |
| 29.04     | -10.0       | W    | 10     |
| 29.03     | -11.0       | W    | 10     |
| 29.02     | -12.0       | W    | 10     |
| 29.01     | -13.0       | W    | 10     |
| 28.99     | -14.0       | W    | 10     |
| 28.98     | -15.0       | W    | 10     |
| 28.97     | -16.0       | W    | 10     |
| 28.96     | -17.0       | W    | 10     |
| 28.95     | -18.0       | W    | 10     |
| 28.94     | -19.0       | W    | 10     |
| 28.93     | -20.0       | W    | 10     |
| 28.92     | -21.0       | W    | 10     |
| 28.91     | -22.0       | W    | 10     |
| 28.90     | -23.0       | W    | 10     |
| 28.89     | -24.0       | W    | 10     |
| 28.88     | -25.0       | W    | 10     |
| 28.87     | -26.0       | W    | 10     |
| 28.86     | -27.0       | W    | 10     |
| 28.85     | -28.0       | W    | 10     |
| 28.84     | -29.0       | W    | 10     |
| 28.83     | -30.0       | W    | 10     |
| 28.82     | -31.0       | W    | 10     |
| 28.81     | -32.0       | W    | 10     |
| 28.80     | -33.0       | W    | 10     |
| 28.79     | -34.0       | W    | 10     |
| 28.78     | -35.0       | W    | 10     |
| 28.77     | -36.0       | W    | 10     |
| 28.76     | -37.0       | W    | 10     |
| 28.75     | -38.0       | W    | 10     |
| 28.74     | -39.0       | W    | 10     |
| 28.73     | -40.0       | W    | 10     |
| 28.72     | -41.0       | W    | 10     |
| 28.71     | -42.0       | W    | 10     |
| 28.70     | -43.0       | W    | 10     |
| 28.69     | -44.0       | W    | 10     |
| 28.68     | -45.0       | W    | 10     |
| 28.67     | -46.0       | W    | 10     |
| 28.66     | -47.0       | W    | 10     |
| 28.65     | -48.0       | W    | 10     |
| 28.64     | -49.0       | W    | 10     |
| 28.63     | -50.0       | W    | 10     |
| 28.62     | -51.0       | W    | 10     |
| 28.61     | -52.0       | W    | 10     |
| 28.60     | -53.0       | W    | 10     |
| 28.59     | -54.0       | W    | 10     |
| 28.58     | -55.0       | W    | 10     |
| 28.57     | -56.0       | W    | 10     |
| 28.56     | -57.0       | W    | 10     |
| 28.55     | -58.0       | W    | 10     |
| 28.54     | -59.0       | W    | 10     |
| 28.53     | -60.0       | W    | 10     |
| 28.52     | -61.0       | W    | 10     |
| 28.51     | -62.0       | W    | 10     |
| 28.50     | -63.0       | W    | 10     |
| 28.49     | -64.0       | W    | 10     |
| 28.48     | -65.0       | W    | 10     |
| 28.47     | -66.0       | W    | 10     |
| 28.46     | -67.0       | W    | 10     |
| 28.45     | -68.0       | W    | 10     |
| 28.44     | -69.0       | W    | 10     |
| 28.43     | -70.0       | W    | 10     |
| 28.42     | -71.0       | W    | 10     |
| 28.41     | -72.0       | W    | 10     |
| 28.40     | -73.0       | W    | 10     |
| 28.39     | -74.0       | W    | 10     |
| 28.38     | -75.0       | W    | 10     |
| 28.37     | -76.0       | W    | 10     |
| 28.36     | -77.0       | W    | 10     |
| 28.35     | -78.0       | W    | 10     |
| 28.34     | -79.0       | W    | 10     |
| 28.33     | -80.0       | W    | 10     |
| 28.32     | -81.0       | W    | 10     |
| 28.31     | -82.0       | W    | 10     |
| 28.30     | -83.0       | W    | 10     |
| 28.29     | -84.0       | W    | 10     |
| 28.28     | -85.0       | W    | 10     |
| 28.27     | -86.0       | W    | 10     |
| 28.26     | -87.0       | W    | 10     |
| 28.25     | -88.0       | W    | 10     |
| 28.24     | -89.0       | W    | 10     |
| 28.23     | -90.0       | W    | 10     |
| 28.22     | -91.0       | W    | 10     |
| 28.21     | -92.0       | W    | 10     |
| 28.20     | -93.0       | W    | 10     |
| 28.19     | -94.0       | W    | 10     |
| 28.18     | -95.0       | W    | 10     |
| 28.17     | -96.0       | W    | 10     |
| 28.16     | -97.0       | W    | 10     |
| 28.15     | -98.0       | W    | 10     |
| 28.14     | -99.0       | W    | 10     |
| 28.13     | -100.0      | W    | 10     |
| 28.12     | -101.0      | W    | 10     |
| 28.11     | -102.0      | W    | 10     |
| 28.10     | -103.0      | W    | 10     |
| 28.09     | -104.0      | W    | 10     |
| 28.08     | -105.0      | W    | 10     |
| 28.07     | -106.0      | W    | 10     |
| 28.06     | -107.0      | W    | 10     |
| 28.05     | -108.0      | W    | 10     |
| 28.04     | -109.0      | W    | 10     |
| 28.03     | -110.0      | W    | 10     |
| 28.02     | -111.0      | W    | 10     |
| 28.01     | -112.0      | W    | 10     |
| 27.99     | -113.0      | W    | 10     |
| 27.98     | -114.0      | W    | 10     |
| 27.97     | -115.0      | W    | 10     |
| 27.96     | -116.0      | W    | 10     |
| 27.95     | -117.0      | W    | 10     |
| 27.94     | -118.0      | W    | 10     |
| 27.93     | -119.0      | W    | 10     |
| 27.92     | -120.0      | W    | 10     |
| 27.91     | -121.0      | W    | 10     |
| 27.90     | -122.0      | W    | 10     |
| 27.89     | -123.0      | W    | 10     |
| 27.88     | -124.0      | W    | 10     |
| 27.87     | -125.0      | W    | 10     |
| 27.86     | -126.0      | W    | 10     |
| 27.85     | -127.0      | W    | 10     |
| 27.84     | -128.0      | W    | 10     |
| 27.83     | -129.0      | W    | 10     |
| 27.82     | -130.0      | W    | 10     |
| 27.81     | -131.0      | W    | 10     |
| 27.80     | -132.0      | W    | 10     |
| 27.79     | -133.0      | W    | 10     |
| 27.78     | -134.0      | W    | 10     |
| 27.77     | -135.0      | W    | 10     |
| 27.76     | -136.0      | W    | 10     |
| 27.75     | -137.0      | W    | 10     |
| 27.74     | -138.0      | W    | 10     |
| 27.73     | -139.0      | W    | 10     |
| 27.72     | -140.0      | W    | 10     |
| 27.71     | -141.0      | W    | 10     |
| 27.70     | -142.0      | W    | 10     |
| 27.69     | -143.0      | W    | 10     |
| 27.68     | -144.0      | W    | 10     |
| 27.67     | -145.0      | W    | 10     |
| 27.66     | -146.0      | W    | 10     |
| 27.65     | -147.0      | W    | 10     |
| 27.64     | -148.0      | W    | 10     |
| 27.63     | -149.0      | W    | 10     |
| 27.62     | -150.0      | W    | 10     |
| 27.61     | -151.0      | W    | 10     |
| 27.60     | -152.0      | W    | 10     |
| 27.59     | -153.0      | W    | 10     |
| 27.58     | -154.0      | W    | 10     |
| 27.57     | -155.0      | W    | 10     |
| 27.56     | -156.0      | W    | 10     |
| 27.55     | -157.0      | W    | 10     |
| 27.54     | -158.0      | W    | 10     |
| 27.53     | -159.0      | W    | 10     |
| 27.52     | -160.0      | W    | 10     |
| 27.51     | -161.0      | W    | 10     |
| 27.50     | -162.0      | W    | 10     |
| 27.49     | -163.0      |      |        |



2.03  
1.91

[illegible]

| REG. | DESTINATION. |
|------|--------------|
| 882. |              |
| 882. |              |
| & C  | London       |
| & C  | Channel      |
| & C  | New York     |
|      | Channel      |
|      | Liverpool    |
| & C  | New York     |
| & C  |              |
| & C  |              |
| & C  | New York     |

|                     |                                      |
|---------------------|--------------------------------------|
| Co<br>Co            | Boston                               |
| 1882.<br>Co<br>Co   | Boston<br>N.Y. or B'ton<br>Liverpool |
| 1882.<br>Co<br>& Co | N.Y. or B'ton<br>Liverpool<br>Manila |
| 1882.               |                                      |
| 2                   |                                      |

[illegible]

| NAME.         | WHERE AT.   |
|---------------|-------------|
| Alfred Kempff | Japan       |
| E. Maller     | Saigoa      |
|               | Koos        |
|               | Yokohama    |
|               | Yokohama    |
|               | Yokohama    |
|               | Hakodate    |
|               | Japan       |
|               | Vladivostok |
|               | Chio        |
|               | Saigoa      |
| Batia         | Yokohama    |
| Bures         | Hongkong    |
|               | Hongkong    |
| S. Cotton     | Chio        |
| Knoff         | Vladivostok |
| Trondt        | Japan       |
| Green         | Kobe        |
| ky            | Nankai      |
|               | Singapore   |
|               | Yokohama    |
| Lytle         | Vladivostok |
| Mac           | Vladivostok |
| Mac           | Tientsin    |
|               | Yokohama    |
| Marshall      | Macao       |
|               | Singapore   |
|               | Singapore   |

|          |          |
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| Shanghai | Nagasaki |
| Yokohama | Japan    |
| Kobe     | Japan    |

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| Shanghai | STATION.     |
| Yokohama | Canton       |
| Kobe     | Canton       |
| Shanghai | Hongkong     |
| Yokohama | West Coast   |
| Kobe     | Canton River |
| Shanghai | Hongkong     |
| Yokohama | Hongkong     |
| Kobe     | Hongkong     |
| Shanghai | Hongkong     |
| Yokohama | Yokohama     |
| Kobe     | Hongkong     |
| Shanghai | Bogue Ports  |
| Yokohama | Bogue Ports  |
| Kobe     | West Coast   |
| Shanghai | Hongkong     |
| Yokohama | Hongkong     |

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Shanghai, Hongkong